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Maximizing Conservation
and California's Mobility

March 30, 2020

Governor's Office of Planning & Research

MAR 30 2020

STATE CLEARINGHOUSE

06-KER-99-16.393
SCH #2020029100
New High School Project

SENT VIA EMAIL

Mr. Jamie Brauer
Kern High School District
5801 Sundale Avenue
Bakersfield, CA 93309

Dear Mr. Brauer:

Thank you for the opportunity to review the Mitigated Negative Declaration and the Traffic Impact Study (TIS) for the new proposed Comprehensive High School. The project proposes to build a new high school on an 80-acre site with an enrollment capacity of 2,000 students, and the ability to expand to 2,500 students. The project is located on Wible Road, approximately 1 mile south of State Route (SR) 119, East of SR 99 in Kern County.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development -Intergovernmental Review (LD-IGR) Program reviews land use projects and plans through the lenses of our mission and state planning priorities of infill, conservation, and travel-efficient development. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network.

Caltrans provides the *following comments* consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

1. According to the TIS, the project will have an impact to the following roadway segments and intersections in the year 2040 scenario:

Intersections

- SR 119 (Taft Hwy) & Akers Rd/Van Horn Rd (Signalize, add 1 NB through/right turn lane, and 1 SB through/right turn lane.)
- SR 119 (Taft Hwy) & Wible Rd (add 1 EB through lane, 1 WB through lane)
- SR 119 (Taft Hwy) & Hughes Ln (Signalize)

Road Segments

- SR 119 (Taft Hwy): Stine Rd to Akers Rd (Add 2 lanes and a median)
 - SR 119 (Taft Hwy): Akers Rd to Wible Rd (Add 2 lanes and a median)
 - SR 119 (Taft Hwy): Wible Rd to SR 99 (Add 2 lanes and a median)
2. Improvements would need to be made by the year 2040 to the above facilities to maintain or improve the operational level of service.
 3. No improvements are needed for project opening day.
 4. The TIS recommends the project pay into the City of Bakersfield Regional Transportation Impact Fee (RTIF) Program as the sole mitigation for this development for all but one of the facility improvements. The intersection of SR 119 and Hughes Ln is not included in the RTIF program and will be required to pay their fair share (15.35%) for the improvements needed, per the TIS.
 5. Additionally, the TIS states that the remaining improvements are included in the RTIF program, however, the latest City of Bakersfield Summary of Expenditures for Traffic Impact Fee Funds (Fiscal Year 2013-2014) does not include any of the above roadway segments and intersections. The applicant should provide documentation that shows that the above intersections and road segments are included in the City of Bakersfield RTIF program.
 6. If the above facilities are not included in the RTIF program, then the developer should pay their fair share to the State for the future improvements.
 7. Alternative transportation policies should be applied to the development. An assessment of multi-modal facilities should be conducted. This assessment should be used to develop an integrated multi-modal transportation system to serve and help alleviate traffic congestion caused by the project and related development in this area of the City. The assessment should include the following:

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- a) Pedestrian walkways should link this proposal to an internal project area walkway, transit facilities, as well as other walkways in the surrounding area.
 - b) The consideration of bicycles as an alternative mode of transportation needs more attention. The project should consider bicycles as an alternative mode of transportation and offer internal amenities to encourage bicycle use which should include parking, security, lockers and showers. However, internal bicycle paths should be coordinated with local and regional pathways to further encourage the use of bicycles for commuter and recreational purposes.
 - c) If transit is not available within ¼-mile of the site, transit should be extended to provide services to what will be a high activity center.
8. Caltrans recommends the project design should incorporate use of active modes of transportation. Active modes of transportation will increase the potential for walking and bicycling, especially among students, including the identification of walking and bicycling routes to and from schools, transit facilities, community centers, employment centers, and other destinations, thereby increasing and improving connectivity and mobility of non-motorized users.

If you have any other questions, please contact Lupita Mendoza, Transportation Planner, at (559) 488-4260.

Sincerely,

Original signed by,

LORENA MENDIBLES, Chief
Transportation Planning –South